



Federal Aviation
Administration

Air Safety & Surface Error Prevention Program

**Arlington Municipal Airport
Arlington, TX**



COMMONLY USED FREQUENCIES

ARLINGTON (GKY)

128.62	Local Control (CTAF 2100-0700)
121.87	Ground Control/Clearance Delivery (Clearance Delivery 118.85, 2100-0700 only)
127.37	ASOS 817-557-0251

MEACHAM TOWER (FTW)

118.3	Local Control Number 1
120.9	Local Control Number 2
121.9	Ground Control
124.65	Clearance Delivery
120.7	ATIS
	ASOS 817-626-5811

ALLIANCE TOWER (AFW)

135.15	Local Control
132.65	Ground Control
128.72	Clearance Delivery
126.92	ATIS

NAVY FORT WORTH (NFW)

128.77	GCA
120.95	Tower
126.4	Ground Control

SPINKS AIRPORT (FWS)

124.62	Tower
119.47	Ground Control

GRAND PRAIRIE TOWER (GPM)

128.55	Local Control
121.15	Ground Control

FORT WORTH AUTOMATED FLIGHT SERVICE (Radio)

122.6	Regional Approach
122.3	

VFR Flight Following:

Eastbound.....125.2

Westbound.....135.97

STRAIGHT-IN APPROACH

- Monitor tower frequency (128.62) to determine traffic volume prior to requesting a straight-in approach.
- If traffic is heavy, plan to enter the pattern on base or downwind as directed by the tower.
- The tower may approve straight-in approaches when traffic permits.

TOUCH-AND-GO LANDINGS

- When taxiing out for departure, or inbound for landing, requests for touch-and-go landings should be made on initial contact.
- Multiple touch- and- go's will be approved, traffic permitting.
- If traffic load becomes heavy, aircraft may be asked to depart the pattern or full stop and taxi back to allow other aircraft to land/depart.
- If you have been cleared for touch-and-go, DO NOT make a stop-and-go or delay on the runway.
 - ⇒ This could create a hazardous operation if there is traffic following you. If you would like any other option, make your request on downwind.

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TRAFFIC PATTERN ALTITUDES

Runway 16/34 1600' MSL

NOTE: Advise the tower if you require an alternate pattern altitude which can be approved, workload permitting.

WHEN INBOUND FOR LANDING

- Listen to the ASOS broadcast on 127.37.
- Monitor the tower frequency to determine traffic volume.
- Contact tower (at least 5 miles from the airport), state type aircraft, call sign, your position from the airport or other prominent landmark, your intentions, and if you have the current weather.
- The tower will acknowledge and issue a runway and reporting point.

Example: "Arlington Tower, Cessna 12345, 5 miles northwest, inbound for landing (or touch-and-go's), with the weather."

- When you have reached the reporting point, the tower will give you a sequence or landing clearance. After that it, is NOT NECESSARY to make further position reports unless the tower instructs you to do so.
- After landing, promptly exit the runway, cross the hold short lines, (but DO NOT enter or cross the next taxiway) and contact ground control for taxi instructions.

NOTE: If you cannot get a response from the tower due to frequency congestion, DO NOT CONTINUE TOWARD THE AIRPORT! Exit or remain at least 5 NM from the airport and call back when the frequency is available.

NOTE: DO NOT make a 360° turn on final or in the pattern unless instructed to do so by the tower.

AFTER LANDING

- Unless otherwise instructed by the tower, exit at the first available taxiway, cross the hold short lines and contact ground control.
- When cleared to taxi, do not delay or complete post flight checks on the taxiway.
- When you contact ground control, advise them of your position and your destination.
- If you are not familiar with the airport, or you need detailed taxi instructions, advise ground control on the initial call.

EXAMPLE: "Arlington Ground, N12345, off Runway 16, request progressive taxi instructions to the terminal."

WHEN TAXIING OUT

- Listen to the ASOS broadcast on frequency 127.37.
- Contact ground control on 121.87. State your call sign, type aircraft and location on the airport, your taxi request, and if you have the current ASOS.

EXAMPLE: "Arlington Ground, Cessna 12345 at the main terminal, ready to taxi, with the ASOS."

- If you want to do touch-and-go's or requesting an IFR clearance, advise ground at this time.
- If the controller issues instructions to hold short of a runway or taxiway along your route, you are required to read back the hold short instructions.
- If, at any point, you get lost or lose track of your position on the airport, stop and ask for clarification.

NOTE: A clearance to taxi to a runway for departure authorizes the aircraft to taxi via taxiways, and cross any runways except the runway stated in the taxi clearance. IT DOES NOT authorize the aircraft to enter or cross the departure runway at any point.

WHEN READY FOR TAKEOFF

- Contact the tower on the appropriate frequency, state your call sign and runway, and if you are at an intersection, advise the tower. If you are IFR, advise the tower at this time.

Example: "Arlington Tower, Cessna 12345, at Runway 16, Alpha, ready for northwest departure."
(or "IFR, ready for departure.")

- When departure aircraft are congested at the end of the runway, DO NOT call the tower ready for departure until you are number 1 for departure.
- DO NOT pull into the number 1 or 2 position unless you are ready to depart. Calling the tower early only adds to frequency congestion.
- When you make your first call to the tower, advise them of your direction of departure.
- **If the tower clears you for an immediate takeoff, that is what it means!** Come out of the run-up area and depart immediately. If you are unable to comply with this instruction, advise the tower immediately that you are unable to comply. DO NOT GET ON THE RUNWAY!!

DEPARTING THE PATTERN

Be aware, Grand Prairie Tower is only 3 miles to our east. If departing to the east, ensure you coordinate with GPM on 128.55 prior to crossing highway 360.

DOWNWIND DEPARTURE

Requests for downwind departure should be made when notifying the tower for takeoff clearance. If a downwind departure is approved, climb above traffic pattern altitude prior to turning on course.

ADDITIONAL INFORMATION

- Do not say "Roger" to the tower if you do not understand the instructions you were given. Ask the tower to repeat the instructions, or advise the tower you do not understand. If you are unable to comply with a tower instruction, advise the tower immediately.
- If you understand your instructions, and will comply, acknowledge by saying "WILCO." If you do not understand the instructions, ask for a repeat of the instructions.
- Be familiar with the NORDO procedures. If you believe you have radio problems and cannot get an acknowledgment from the tower, SQUAWK 7600 and enter overhead the airport at 2100' and rock your wings, so the tower can observe you. Watch for a light gun signal or listen (if you are receiver only) for your landing clearance.
- When conducting a practice instrument approach, advise the tower of your intentions on initial contact.

Example: "Arlington Tower. Cessna 12345, request practice ILS Runway 34, 3 miles south of Mykes, request low approach, then another ILS."

- **Standard traffic patterns are:** 34- Right traffic, 16- Left traffic. Requests for other than standard will be approved, traffic permitting.
- At all times, keep your traffic pattern reasonably close to the airport (traffic permitting), so the tower can keep you in sight.
- Conduct your "run-up" in a position that will not block or impede active movement areas. Not doing so may cause unnecessary delays.

**REMEMBER, YOU MUST READ BACK
ALL HOLD SHORT INSTRUCTIONS!**

VEHICLE OPERATIONS

If you are going to be operating a vehicle on Arlington Airport or are having goods/services delivered to you at the airport, be aware of operating restrictions on and around the airport. It is your responsibility to know the City of Arlington Department of Aviation regulations as they pertain to your operation. The following will help you be a safe airport user:

- Use perimeter roads when able. Reducing the number of runway crossings reduces the number of error opportunities.
- Be familiar with the Airport Operations Areas (AOA) - the airport layout. Know what the movement and non-movement areas are.
- If you must use the taxiways or cross the runway:
 - ⇒ You MUST have two-way radio communications with the control tower (ground control – 121.875).
 - OR
 - ⇒ You MUST coordinate your movement with the tower at 817-459-5562.

STUDENT PILOTS

If you will keep this handbook with you and use the information it contains, it will be of great value to you. It will also help the tower provide you with the best service possible.

ARLINGTON TOWER
Phone: (817)459-5562

**Published by the FAA Air Traffic Organization
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**For more information on runway safety, visit
www.faa.gov/runwaysafety**